

# IN SUCH PAIN WOMAN CRIED

**Suffered Everything Until Restored to Health by Lydia E. Pinkham's Vegetable Compound.**

Florence, So. Dakota.—"I used to be very sick every month with bearing down pains and backache, and had headache a good deal of the time and very little appetite. The pains were so bad that I used to sit right down on the floor and cry, because it hurt me, so and I could not do any work at those times. An old woman advised me to try Lydia E. Pinkham's Vegetable Compound and I got a bottle. I felt better the next month so I took three more bottles of it and got well so I could work all the time. I hope every woman who suffers like I did will try Lydia E. Pinkham's Vegetable Compound." — Mrs. P. W. LANSING, Route No. 1, Florence, South Dakota.

Why will women continue to suffer day in and day out or drag out a sickly, half-hearted existence, missing three-fourths of the joy of living, when they can find health in Lydia E. Pinkham's Vegetable Compound?

For thirty years it has been the standard remedy for female ills, and has restored the health of thousands of women who have been troubled with such ailments as displacements, inflammation, ulceration, tumors, irregularities, etc.

Lydia E. Pinkham's Vegetable Compound made from native roots and herbs, contains no narcotics or harmful drugs, and today holds the record of being the most successful remedy for women's ills known.

**Musical Note.**

"Why is the scholarly-looking man slamming down his windows so hard?"

"I will tell you why the scholarly-looking man is slamming down his windows so hard."

"The scholarly-looking man is slamming down his windows so hard because the hurdy-gurdy out in front is playing the same tunes that he paid five dollars to hear last night at grand opera."—Judge.

**No Use.**

When visiting the wounded men in a field hospital an army chaplain came to one poor fellow who was groaning pitifully.

"Come, my poor fellow, bear the pain like a man," said the chaplain. "It's no use kicking against fate."

"Bead, sorry," murmured the sufferer, "you're right, especially when, as in my case, they're the fate of an army mule."

It isn't until a man approaches the top that the world is anxious to give him a boost.

It's a good thing that poverty is no crime or half the world would be in jail.

**Keeps The Skin Fair**

You can have a beautiful pink and white complexion if you use

**Glenn's Sulphur Soap**

Contains 30% Pure Sulphur

Use it daily in bath and toilet. Prevents and removes skin troubles.

**Healing and Purifying**

(Druggists)

Hill's Hair and Whisker Lysol, Black or Brown, 50c.

**The Wretchedness of Constipation**

Can quickly be overcome by

**CARTER'S LITTLE LIVER PILLS.**

Purely vegetable—act surely and gently on the liver. Cure Biliousness, Headache, Dizziness, Indigestion. They do their duty. SMALL PILL, SMALL DOSE, SMALL PRICE. Genuine must bear Signature

*Wm. Wood*

**Mrs. S. A. Allen's Hair Color Restorer**

**Never Fails**

Gives color and beauty to GRAY HAIR. More than half a century of success. If your hair is thin, it will be sent you by Mrs. S. A. Allen, 55 Barclay St., New York.

Restores Your Youthful Appearance

## IN NO POSITION TO PREACH

Stranger Lost the Confidence of Truthful Fisherman When He Made His Inquiry.

Representative Frank Clark, Representative Howard of Georgia, and Superintendent George W. Hess of the botanic gardens, were having a friendly argument at Washington.

"Howard," said Clark, banteringly, "I just want to illustrate to you in a story how little you know about this. There is in my district in Florida an attractive village named Callahan."

"One day a stranger walking along a road in the country near a creek saw a youth fishing."

"Young man," said the ministerial-looking individual, "can you tell me the way to Callahan?"

"Yes," replied the boy, "take the first road to your right."

"Instead of proceeding on his journey, the stranger gazed intently at the boy a few moments and said: 'My young friend, don't you know you are wasting your time in a way that is dreadful to contemplate? You are fishing, just fishing, when you ought to be a student of books to prepare yourself for life's struggle. My boy, you're sure on the road to perdition.'"

"Road to perdition?" replied the indignant youth. "What in blazes do you know about roads? You don't even know the road to Callahan."

**Law's Uncertainties.**

"When you poke a toad," said old Farmer Hornbeck, philosophically, "you can't tell which way he will jump, nor how far; and it is just about the same way with a jury."

"That so?" returned young Jay Green, in a noncommittal way.

"Yep. For instance, in the case of Plunk Jarvis, who has just been tried over at Kickyhasset courthouse for pullin' out his brother-in-law's whiskers by the roots in a fight, the jury discharged Plunk an' fined his brother-in-law 10 cents, the regular price of a shave."—Puck.

**Snakes Got His Roll.**

"I lost \$325 trying to kill rattlesnakes, and now I am going to walk back to my home in Brooklyn," explained a man about forty-five years old, who said he is Ezra Sellen.

Sellen said he started for a walk from his boarding place, encountered a lot of rattlesnakes, killed some, fled from the others, waded a stream, and then missed his roll of bills. He said he had just money enough left to ride to this city and took the state road out of town—Middletown (N. Y.) Dispatch to New York World.

**Absurd Comment.**

Theodore Dreiser, the realist, said of an idealist at the Players' club in New York:

"The man's comments on life are ludicrous and absurd. They remind me of the old lady's comment on the work of the militant suffragettes."

"After the suffragettes in London had slashed a Valesquez, a Bellini and a Gentile, the old lady said, with a kind of saintly expression:

"But, thank goodness, they're all old pictures that are being slashed."

**Women Change Subject Too Often?**

In the Woman's Home Companion Margaret Busbee Shipp, writing a love story entitled "Sweet Margaret," presents a character who comments, as follows, on woman's conversation:

"I never had a sister, and I have never known how to talk to women. They embarrass me; they—er—change the subject so often, I never seem quite to catch up."

**As Usual.**

Englishman—The suffragettes saluted the prime minister this morning.

American—Did they fire 21 guns?

Englishman—No; houses.—Life.

**You Never Can Tell.**

Hicks—You never can tell about a woman.

Wicks—You shouldn't, anyhow.

**PRIZE FOOD.**

Palatable, Economical, Nourishing.

A Nebr. woman has outlined the prize food in a few words, and that from personal experience. She writes:

"After our long experience with Grape-Nuts, I cannot say enough in its favor. We have used this food almost continually for seven years."

"We sometimes tried other advertised breakfast foods but we invariably returned to Grape-Nuts as the most palatable, economical and nourishing of all."

"When I quit tea and coffee and began to use Postum and Grape-Nuts, I was almost a nervous wreck. I was so irritable I could not sleep nights, had no interest in life."

"After using Grape-Nuts a short time I began to improve and all these ailments have disappeared and now I am a well woman. My two children have been almost raised on Grape-Nuts, which they eat three times a day."

"They are pictures of health and have never had the least symptom of stomach trouble, even through the most severe siege of whooping cough they could retain Grape-Nuts when all else failed."

"Grape-Nuts food has saved doctor bills, and has been, therefore, a most economical food for us."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. These are genuine, true, and full of human interest.

## PLAN OF REALLY ARTISTIC HOME

Architectural Beauty Secured Without Going to Extremes for Effect.

EVERYTHING IN GOOD TASTE

Many Pleasing Features Which Give Building a Homelike Yet Distinctive Appearance—Artistic Color Combinations That Might Be Employed.

By WILLIAM A. RADFORD.

Mr. William A. Radford will answer questions and give advice FREE OF COST on all subjects pertaining to the subject of building, for the readers of this paper. On account of his wide experience as Editor, Author and Manufacturer, he is, without doubt, the highest authority on all these subjects. Address all inquiries to William A. Radford, No. 187 Prairie avenue, Chicago, Ill., and only enclose two-cent stamp for reply.

A residence should not be too plain and unornamented in its appearance; yet at the same time there is no need of going to extravagant lengths in the pursuit of architectural beauty.

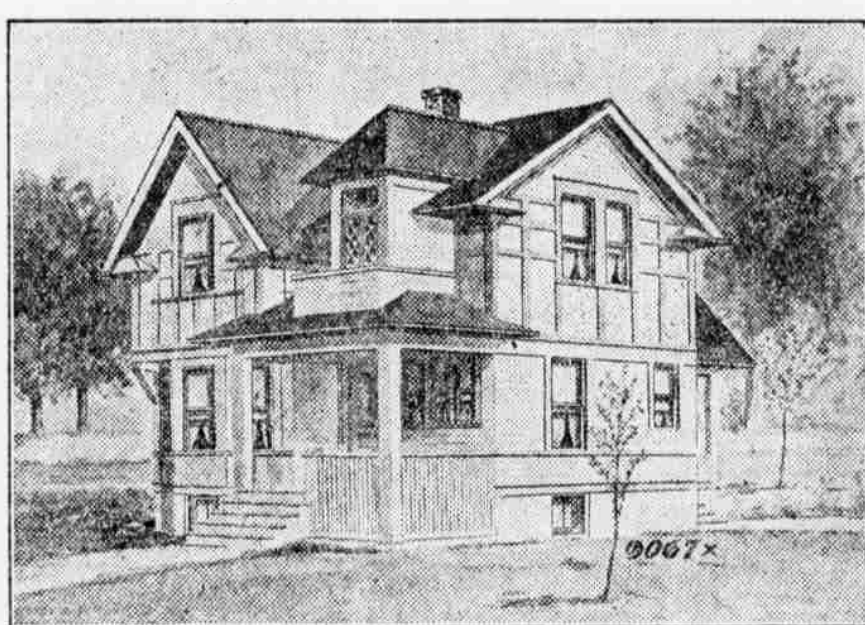
Many try so hard in their desire for an artistic home and in their abhorrence of the plain, box-like houses that the designs they finally work out and follow in building remind one of a Chinese pagoda, or of a pavilion at the county fair.

It is a good thing to look after the artistic in house designs, but always with moderation.

The little house illustrated in the accompanying perspective sketch and floor plans is of a very attractive design that is very popular. In this house there are a number of very pleasing features which give the building a distinctive appearance; yet these are in good taste and the dwelling has a sensible, homelike appearance.

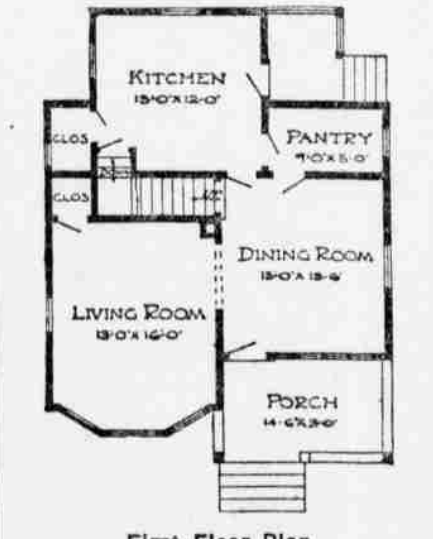
With a good brick or solid concrete foundation, the first story of this house is covered with clapboards, while the second story is finished with cement plaster stucco, divided into panels in the English half-timber style. The second story also projects slightly beyond the line of the first, in that way keeping true to the English Elizabethan models.

With the woodwork painted a soft brown and with the stucco panels a yellowish tint, an exceptionally attractive appearance is secured. There are a number of other artistic color combinations that suggest themselves



for this house. All of them are on the dark order, in shades of green, brown and red. The white, pale yellow and French gray paints that have been so popular for the finishing of colonial houses are not best to use with a design such as this.

A glance at the floor plans will show the interior of this house arranged conveniently, with good light and air in every room. The first floor has a large living room 13 by 16 feet in size, a dining room 13 by 13 feet 6 inches, and a kitchen 13 by 12 feet.

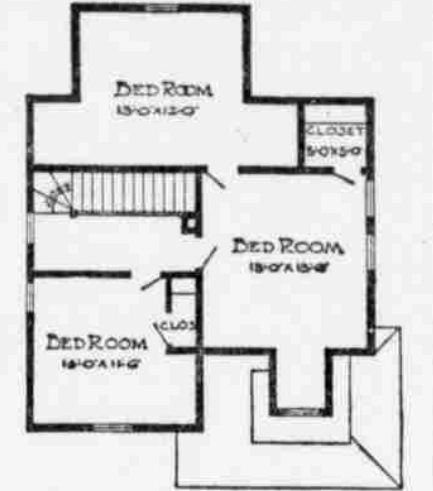


There is also a pantry of generous dimensions, conveniently located with respect to both kitchen and dining room. Two closets are also provided on the first floor. Upstairs there are three comfortable bedrooms. Two of these seem to be somewhat cut up owing to the way the roof is formed; yet these extra spaces are by no means disadvantageous. The small balcony over the front porch and opening from the large dormer window is a feature that is both ornamental and useful.

The cost of this comfortable dwelling is estimated at \$2,200. This would

provide for oak floors for the living room and dining room, maple floors for the kitchen and pantry, and first quality yellow pine edge grain flooring on the second floor. The living room and dining room should be finished in red oak, stained, the interior trim to be of a square-cut fashion to harmonize with the general character of the design of the house. For the second floor no material is superior to birch, either the red or the white. This can be finished in any color and produces a beautiful-appearing hardwood trim. For the bedrooms a combination of mahogany and white enamel is the most popular, and it is, without doubt, as attractive a style of finishing for such rooms as can be devised.

A warm-air furnace of proper size placed very nearly in the center of the basement will heat this house both upstairs and down very satisfactorily.



No one who has any appreciation of convenience or economy would think of building a new house of this kind and not provide a central heating plant, not relying on stoves for heat. These have shown themselves to be not only costly and inefficient, but dangerous as well. With a good waterproof cemented basement, as called for in the plans of this house, a very satisfactory heating plant can easily be installed.

## WAS A PROPER SUBSTITUTE

Senator Cassius P. Gink Felt He and Manager of His Campaign Were One.

It is no mere trifling matter, we learn from a German friend of ours who read it in a German paper, to be a person in high official place in America. The trouble is that everybody thinks he is entitled to shake hands with you upon all sorts of occasions. The sad case of Cassius P. Gink is cited in evidence. Mr. Gink had been elected senator from a western state. He arrived in the capital

and held a reception. A thousand people came to shake hands with him. After he had shaken hands with every one of the thousand there was a let-up and the new senator stepped to the window for a breath of air. Outside in the street he saw 2,000 people more people waiting to be admitted.

He was in despair. He flew from the window saying, "By heck," a very strong expression indeed. Then suddenly he laid hold of the young man who had managed his campaign and who was now installed as his secretary. He marched that young man into the middle of the reception room. "Stand right here, George," he said. Then he went to his desk, on which stood a vase of roses and writing materials. With eager hands he snatched a sheet of paper and scrawled something upon it in large letters. He pinned the sheet of paper upon the lapel of his secretary's immaculate morning coat. This was what the placard said:

"Please be so good as to shake hands with this fellow just as much as ever you wish. He's really my right hand anyway."

"CASSIUS P. GINK."

## Novelties of Old Fleet Street.

Fleet street was formerly the wonder place of London, where all that was novel, bizarre and marvelous was exhibited by enterprising showmen. Ben Jonson alludes to "a new notion of the city of Nineveh, with Jonah and the Whale, at Fleet Bridge," and at the "Eagle and Child" was exhibited a collection of freaks and monstrosities that set the whole town agape. In 1710, too, were advertised as on exhibition at Fleet bridge, "two strange, wonderful and remarkable monstrous creatures, an old she dromedary, seven feet and ten inches long, lately arrived from Tartary, with her young one, being the greatest wonder, rarity and novelty ever seen in the three kingdoms."—London Chronicle.

## RAILWAY EXPENSES UP

ENGINES, CARS, MATERIALS AND LABOR COST MORE.

Prices of Ties and Other Items Have Nearly Doubled in Ten Years—Repairs and Renewals Are Expensive.

The high cost of living has hit the railroads, and has hit them hard, according to some figures issued by the Lehigh Valley railroad. Taking a period of 15 years, from 1898 to 1913, the Lehigh Valley shows with figures from its own books that all items of expense have increased astonishingly. In some cases expense has doubled.

Take the important question of the track. The maintenance of way expense per mile of track was \$725.66 in 1898. Last year it was \$1,524.13, more than twice as much. This is principally due to more expensive and heavier rails, ties that have almost doubled in price, heavier ballasting and the increased cost of labor. The necessity for a heavier track to carry heavier equipment has, of course, had something to do with it, and, then, again, cross-ties has also doubled their cost, making the cost of ties today four times what it was 15 years ago. Per mile of road the same proportion holds, the expense having jumped in 15 years from \$1,417.47 a year to \$3,924.56.

A wooden passenger coach used to cost \$8,000. The new steel coaches, which the Lehigh Valley is using, cost \$12,000. Meanwhile, however, there is the undoubted assurance that they are safer.

A standard freight locomotive costs \$25,000, where it cost only \$15,000 in 1898. Repairs have jumped in proportion per locomotive from \$1,508.05 a year to \$2,692.38. This is largely offset, however, by the increased tractive power of the standard locomotive.

Where the high cost of railroading is most apparent, though, is in general repairs and renewals. Here the increased cost of both material and labor shows convincingly. On a passenger car this item has increased from \$510.27 to \$824.15. On a freight car it is now \$70.05, where it was \$31.69 15 years ago. For locomotives there is the difference in the cost of upkeep between 10 cents and 4 cents a mile.

In these items labor, of course, is counted on. This has figured for all railroads as a 10 per cent increase. In the operating of trains it is much more than 10 per cent, however, as the engineers, conductors and trainmen have had the biggest increases in pay, and the full train-crew bills in passenger runs increased the pay roll by 40.2 per cent.

The interesting part of these extra expenses have been largely met by efficiency and better methods of railroading. It has been impossible to meet them entirely, and that is why the railroads have been asking for a 5 per cent increase in freight rates, but it is remarkable how much the railroads have done in the face of the big expenses. As fast as they can they are replacing wooden cars with steel cars, costing half as much again; their roadbeds are far ahead of what they were 15 years ago, and any one who ships freight knows that the freight service of today is so far ahead in promptness and certainty that there is no comparing it with 15 years ago.

## American Engines for Australia.

A striking and reassuring example of the present confidence abroad in American railroad equipment is being furnished by Australia in connection with the construction of its first great transcontinental line, Lewis R. Freeman writes in the World's Work. No country or colony in the world is so zealous in forwarding home industries as Australia is. But in building this line an additional locomotive is required for every 50 miles of track; and track is being laid at the rate of a mile or two a day. This extraordinary demand is much beyond the power of the home manufacturers to supply. Bids from abroad showed that the Baldwin Locomotive company of America was the only concern that would guarantee to make the deliveries at the intervals specified, and as a result this company has supplied, and will doubtless continue to supply, all the locomotives for the great transcontinental line that cannot be built in that country. How much Australia's commercial patriotism in buying home built locomotives at all is costing that country was shown in a recent debate in the commonwealth parliament, when it came out that the American engines were being purchased, delivered, at Port Augusta, for approximately \$23,000, whereas Australian engines were costing more than \$30,000 apiece.

## Uganda Railway's Success.

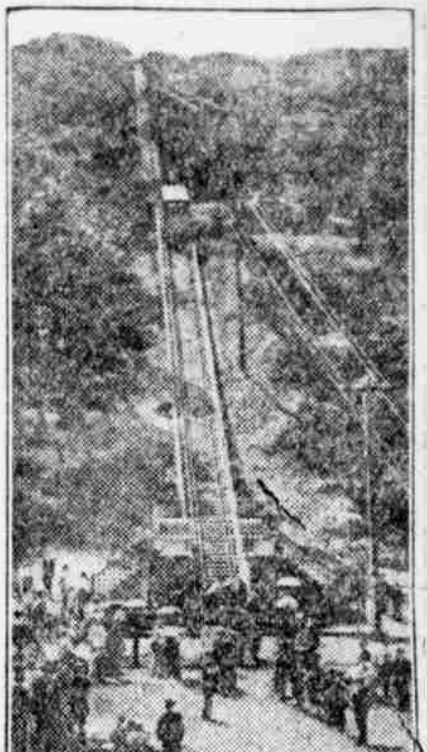
The Uganda railway sanctioned by Lord Salisbury, as a move in the game of high politics and for years considered a magnificent folly, has proved its usefulness in British East Africa, for the road has awakened the heart of a big continent to life. Land in thousands of square miles then deemed useless has since revealed itself as rolling downs, green as Devonshire, and as rich as Canada!

There is no comparison between the present and the country of but a few years ago. Everywhere farms are being laid out, towns being erected and as a result the people are becoming, or will become, prosperous and happy.

## NEW HILLSIDE CABLE ROAD

It Has Counterweight Car, and Complete Control is in Hands of the Motorman.

There is an inclined cable railway in Marin county, California, which presents features in construction differing from usual methods. A counterweight car, attached to the cables hauling the passenger car, passes beneath the latter as they meet on the hill. Complete control of all operating apparatus is in the hands of the motorman on the passenger car, who is the only employee required to operate the system, and safety devices for stopping the car, if for any reason an accident should occur either to the cable, to the car or to the electric power plant, are provided. The control mechanism is actuated by trolleys, four of



Operated by One Man.

which, on the car, engage four wires supported by the railway trestle, terminating in the operating magnets on the control switchboard. The power house at the top of the hill contains an electric elevator engine of the traction type driven by a 30-horsepower alternating current motor, controlled from the motorman's operating handle in the car. The car and counterweight are carried by two 5/8-inch plow-steel cables, each having six strands of 19 steel wires over a core of hemp and showing a tensile strength of 36,000 pounds. As the loaded car weighs but 6,000 pounds, the margin of safety is high. The railway is 1,350 feet long with a rise of 500 feet.—Popular Mechanics.

## Railroad Spotter Not Popular.

The "spotter" is a great grievance to railroad men. In theory, at least, he is an anonymous individual. He "eleuths around" disguised as an ordinary traveler, or a "hobo" stealing a ride, or a village loafer idling through the saloons at the "division point," to "spot" the employees who slip in for a drink.

Railroad men never, by any chance, talk of anything else but railroading, and, sooner or later, the constant discussion of the "spotter," his appearance and style and so forth, makes him sufficiently familiar to the employees so that his usefulness is considerably lessened. The men learn to identify him and to conduct themselves discreetly when he is around. When this stage is reached the road transfers him to some other division where he is not so well known. The "spotter" strikes his man in the dark. He mails in to the division superintendent the statement that Conductor So-and-So neglected to collect his fare between such and such points, or that the conductor charged him an excess cash fare, and, presumably, pocketed the difference, or that a certain freight crew collected all the loose change possessed by a gang of "boes" found stealing a ride, and, having collected and pocketed the loose change, let the tramps ride on in peace. When the division superintendent gets this report he proceeds to raise his own variety of trouble for the offending employees. Thus is discipline maintained.

## New Type of Lantern Lens.

A new type of lens designed to be used with railway switch and signal lights, tall lights and engine classification lights has been introduced, and apparently eliminates a serious defect heretofore connected with equipment of this kind. The ordinary lens throws a beam of light having a spread, usually, of not more than 18 degrees. This made it necessary to adjust signal lights with a great deal of care so that they could be seen by approaching trains, particularly where the track was curved, and often made it difficult for the engineer on one train to see the tail lights of a train ahead. The new lens is so shaped that it throws a beam having a spread of 90 degrees, making the light plainly visible under any conditions that are likely to occur, and without the necessity for special adjustments.—Popular Mechanics.

## New Canadian Railway Line.

A new line 182.6 miles long is the main feature of an improvement just completed which, in conjunction with double-tracking done during the last five years, has given the Canadian Pacific railway two tracks all the way from Montreal to Toronto. The new line, built under the corporate name of the Campbellford, Lake Ontario & Western railway, has ruling gradients of 0.4 per cent each way.